

Bid Letting: SEPTEMBER 25, 2012 & OCTOBER 11, 2012

Updated: 20-Sep-2012 2:00 MDT

Corrected Expedite Bid Files and Addenda Bid Files for the September 25, 2012 bid letting (postponed from September 20, 2012) are available for download through the following link:

[BID FILES](#)

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For those contractors who utilize electronic bid bonds through Surety 2000 or Sure Path Network (Insurevsn.com), the same Bid Bond ID obtained for the postponed September 20th letting may be used for the new September 25th letting. Those companies have indicated that an approved Bid Bond ID is valid for 30 days of the original letting date (Surety 2000) or 90 Days (Sure Path Network). When a contractor submits their bid through Bid Express, Bid Express interfaces with Surety 2000 or SurePath Network servers for the bid bond validation. Bid Express anticipates no problems with the bid bond validation, however, they do suggest contractors submit their bid early to allow time for a solution should there be a problem.

Due to technical difficulties with the MDT Contracting/Consulting web page the bid opening scheduled for Thursday, September 20th, 2012 at 9:00 am has been postponed until Tuesday, September 25th, 2012 at 9:00 am.

Unfortunately, all bid files for the September 20th, 2012 bid letting date cannot be used for the September 25th, 2012 letting. All bidders submitting bids must download new bid files and addenda files. The new bid files and addenda files will be posted by Friday, September 21st, 2012. The new bids files and addenda files will have the new bid letting date of September 25, 2012 (ie. 25SEP201.EBS for each call

number). If paper bids were sent they will be returned unopened. Bids getting submitted through Bid Express will have the new letting date and new bid and addenda files.

We apologize for any inconvenience this may have caused. Please contact Contract Plans with any questions you may have.

This is to draw attention to the Buy America requirements associated with these contracts. Specifics on the contractual requirements can be found in Subsection 106.09 - Domestic Materials as applicable to this contract and the associated [Form 406](#) which must be signed and submitted by the Prime Contractor prior to material incorporation. In advance of bidding inform Subcontractors and Suppliers that the Department will not accept mill provided letters as documentation for Category 1 items in lieu of the required signed mill test reports. Additionally, domestic material statements associated with Category 2 items will not be accepted unless it clearly indicates that the material meets the Buy America requirements. The Buy America requirements entail that all manufacturing processes, including the initial melting, have occurred within the United States. Statements such as "Made and manufactured in the United States" or "Made in the USA" will no longer be accepted as these have the potential of being exploited and used to work around the 100% melted and manufactured in the United States requirement. For further information on the Buy America law and provision, please refer to [23 USC Section 313](#), [23 CFR 635.410](#), and the [FHWA's Buy America Q and A site](#).

SEPTEMBER 25, 2012

201 - THREE FORKS - MANHATTAN & LOGAN AREA I-90 BRIDGE DECKS

Updated: 20-Sep-2012 2:00 MDT

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Clarification:

Submitted: Tue, 11-Sep-2012 13:38 MDT

The attached Special Provision, SUBCONTRACT REQUIREMENT is hereby added to this contract.

SUBCONTRACT REQUIREMENT

Clarification:

Submitted: Thu, 13-Sep-2012 13:53 MDT

An Addendum has been posted for this project. Please click on the following link to access the information.

ADDENDUM

To download the addendum bid file, click here. BID FILES

Clarification:

Submitted: Tue, 18-Sep-2012 16:46 MDT

An Addendum has been posted for this project. Please click on the following link to access the information.

ADDENDUM 2

To download the addendum bid file, click here. BID FILES

-1-

Submitted: Thu, 06-Sep-2012 09:00 MDT

Company: Mowat Construction Company

Contact: Mark Borton

Question:

Drawing #21424 (B3) shows scarification of the bridge deck to a depth of 1". All other bridges require hydrodemolition. According to Special Provision 30F, scarification can be performed on bridges requiring hydrodemolition to a depth of 0.25". We assume that this requirement of scarification depth does not apply to the bridges shown on Drawing #21424 (B3). Is that correct?

Answer:

Submitted: Fri, 07-Sep-2012 10:35 MDT

That is correct. Per Special Provision #30, scarification of the deck to a depth of 0.25 inch is optional for all the bridges specified to undergo hydro demolition.

Special Provision #30 does not apply to the bridges listed on Drawing 21424 (I00090278+08571 and I00090278+08572), since those bridges are not specified to undergo hydro demolition. Therefore, the 0.25 inch scarification depth does not apply to those two bridges.

-2-

Submitted: Thu, 06-Sep-2012 09:45 MDT
Company: Mowat Construction Company
Contact: Mark Borton

Question:

Follow on question - please provide a specification.

Answer:

Submitted: Fri, 07-Sep-2012 10:48 MDT

The attached linked Special Provision is hereby made a part of this contract:

BRIDGE DECK SCARIFICATION

-3-

Submitted: Mon, 10-Sep-2012 12:20 MDT
Company: Schellinger Construction Co., Inc.
Contact: Marc Blanden

Question:

Special Provision 25 - Disposal of Cold Millings states that approximately 4412 CY of millings will be hauled and windrowed on Nixon Gulch Road. There are no public areas on this road to turn around with a truck and belly dump, especially the end of the haul at the old steel bridge. Would it be feasible to restrict parking in the Gallatin Fishing Access Site and utilize this loop as a turn around area for the trucks that are disposing of millings?

Answer:

Submitted: Tue, 11-Sep-2012 15:10 MDT

It would be feasible to utilize the Gallatin Fishing Access site as a turn around, however coordination with the Fish Wildlife and Parks as well as Gallatin County would be required by the contractor.

-4-

Submitted: Mon, 10-Sep-2012 12:48 MDT
Company: Schellinger Construction Co., Inc.
Contact: Marc Blanden

Question:

Typical Section No. 4 and No. 5 are to be performed at certain stations on the "Logan Interchange CrossRoad" and "Manhattan Interchange Crossroad". It is unclear where these stations are located. Could you please provide a detail or mile post map showing where these stations start and stop?

Answer:

Submitted: Tue, 11-Sep-2012 14:27 MDT

The typical sections No. 4 and No. 5 are both in error.

The typical section no. 4 will begin at station 45+20.22 which is the south edge of the East Bound off ramp. It will then proceed to the north underneath the interstate structures to the north edge of the west bound on/off ramps at station 52+39.22. The total distance is 719.0 feet for typical section no. 4. This change will also be reflected in the typical section and additional surfacing, surfacing summary and cold milling

summary sheets.

The typical Section No. 5 will begin at station 66+95.72 which is the south edge of the East Bound on/off ramps. It will then proceed north to the south bridge end at station 68+88.45 then begin again at the north bridge end at station 71+22.95 and proceed north to the north edge of the west bound on/off ramps at station 74+20.9. This will be a total of 490.7 feet of typical section no. 5. This change will also be reflected in the typical section and additional surfacing, surfacing summary and cold milling summary sheets.

The revised sheets can be found at the following link: [REV PLAN SHEETS 7 THRU 10](#)

The quantity changes for the Schedule of Items will be made by addenda.

-5-

Submitted: Tue, 11-Sep-2012 13:28 MDT
Company: Knife River - Belgrade
Contact: Jackie Flikkema

Question:

You state in the plans that all work must be completed before switching traffic, does this include the chipping work? Can it be completed the following season?

Answer:

Submitted: Thu, 13-Sep-2012 13:28 MDT
All work not including seal and cover operations must be completed before switching traffic. Seal and Cover operations can be completed independently of the other operations.

-6-

Submitted: Thu, 13-Sep-2012 09:25 MDT
Company: Knife River - Belgrade
Contact: Jackie Flikkema

Question:

In the past I believe there was a project that performed a crack and seal on the existing concrete roadway followed by an asphalt overlay within the boundaries of the currently bidding project. The details for Digout and Pavement Replacement do not show any existing concrete pavement. Has the old concrete roadway already been removed in the digout areas?

Answer:

Submitted: Thu, 13-Sep-2012 12:54 MDT
It has not been confirmed if concrete exists in the digout areas, the contractor should anticipate encountering existing concrete.

-7-

Submitted: Thu, 13-Sep-2012 10:31 MDT
Company: Knife River - Belgrade
Contact: Jackie Flikkema

Question:

Can you please clarify what type of PG oil you would like used for the crossovers?

Answer:

Submitted: Thu, 13-Sep-2012 12:52 MDT

Special Provision 22 - Grade D Plant Mix Bituminous Surfacing for Crossovers and Detours - specifies

to use a Grade D Non-Tested Plant Mix Bituminous Surfacing for crossovers and detours. It also allows

the use of an approved Grade S in place of the Grade D Non-Tested Plant Mix Bituminous Surfacing. The

required asphalt binder is the Performance Graded Binder specified in the mix design chosen by the

contractor to pave the crossovers.

-8-

Submitted: Thu, 13-Sep-2012 12:04 MDT

Company: Mowat Construction Company

Contact: Mark Borton

Question:

Reference the RR bridge that is to be demolished. The documents include Drawing 5660 with references to

Drawings 5661 - 5669.

Please provide Drawings 5661-5669.

Answer:

Submitted: Thu. 13-Sep-2012 15:20 MDT

The requested as-built bridge plans are located at the following links:

[AS-BUILTS 5661-5669](#)

The files represent the as-built drawings for the structures. MDT provides them for informational purposes only.

They do not include drawings for modifications to the structures, such as joint replacements and guardrail revisions

and may not completely represent current conditions. Thus, some of the information contained in these documents

may be out of date or not applicable with regard to the advertised project.

The contractor should not rely solely on

the as-built drawings provided for bidding purposes nor does any data in these files supersede the data in the

contract documents.

-9-

Submitted: Fri, 14-Sep-2012 09:24 MDT

Company: Knife River - Belgrade

Contact: Jackie Flikkema

Question:

Your answer to question 6 states to assume that there is concrete underneath the digouts, can you please state an

assumed depth?

Answer:

Submitted: Mon. 17-Sep-2012 9:35 MDT

The concrete is estimated to be 8 to 9 inches thick.

-10-

Submitted: Fri, 14-Sep-2012 14:57 MDT
Company: Cretex Concrete Products
Contact: Mike Pardy

Question:

On the RCB Detail Sheet the cutoff wall is detailed as 36" below the flowline of the box in the front elevation view.

The same sheet shows special foundation material to 62" below the bottom of the box. The cross section on sheet

36 of 37 looks like the cutoff wall extends below the foundation material.

Please confirm the depth of cutoff wall required?

Answer:

Submitted: Mon. 17-Sep-2012 9:30 MDT

The RCB Detail Sheet is correct as detailed to 36" below the flowline of the box in the front elevation view.

The cross section sheet 36 is in error.

-11-

Submitted: Sat, 15-Sep-2012 09:43 MDT
Company: Quality Landscape Seeding, Inc.
Contact: Lisa M. Read, PE

Question:

Regarding the seeding:

Seed area number 1 is typically drill seeded areas which are both less than 3:1 slopes and not restricted. For the

0.6 acres on the seeding area number 1 bid item, there are 27 separate areas.

Wouldn't it be more appropriate to

treat all of this as area 2? Either hydroseed and/or apply compost with mulch per the current seeding area number

2 specification? Thank you for your time.

Answer:

Submitted: Tue. 18-Sep-2012 10:20 MDT

Seed all disturbed areas per "Area 2" specifications. The bid items for Seeding Area No. 1, Fertilizing Area No. 1, and

Condition Seedbed Surface will be deleted by addendum. In addition, quantities for Seeding Area No. 2, Fertilizing

Area No. 2, and Mulch will be changed to 1.3 Acres, respectively.

-12-

Submitted: Fri, 14-Sep-2012 17:06 MDT
Company: Schellinger Construction Co., Inc.
Contact: Marc Blanden

Question:

Special Provision 47.C states "Construct crossovers and include necessary culverts at the locations shown on the

plans." There does not appear to be any culverts listed in the crossover summary or shown on the crossover details.

Could you please clarify if there are any required and if so provide a location and length?

Answer:

Submitted: Tue. 18-Sep-2012 16:57

Sheets 4, 15, 26, 27, 28 and 29 of the Logan Area I-90 Bridge Decks project are hereby replaced.

Sheet 4 - Median and Ramp Crossover informational quantities have been revised to include pipe requirements.
In addition, new notes are included for informational quantities for Ramp Crossovers at Sta 682+83 and Sta 682+72.
Sheet 15 - Median Crossover Summary Frame is changed to show a corrected column heading for Median Crossover-Const, Maintain and Remove.
Sheet 26 and 28 - Revised Median Crossover Detail to show the pipe in Crossover beginning at Sta 137+02 and ending at Sta 143+99.
Sheet 27 and 29 - Revised Median Crossover Detail to show the pipe in Crossover beginning at Sta 647+33 and ending Sta 654+30. Also, the ramp crossover beginning at Sta 678+82 and ending at Sta 684+25 has been revised.

CORRECTED SHEETS

In addition, Special Provision No. 47, MEDIAN CROSSOVER-CONST, MAINTAIN AND CLOSE is deleted and replaced with the attached special provision, MEDIAN CROSSOVER-CONST, MAINTAIN AND REMOVE

MEDIAN CROSSOVER-CONST, MAINTAIN AND REMOVE

An addendum will be issued to delete Bid Item 104 040 116, Crossover-Const, Maintain, Close, 2.00 EACH and add Bid Item 104 040 114, Crossover-Const, Maintain, Rem, 2.00 EACH

-13-

Submitted: Mon, 17-Sep-2012 09:59 MDT

Company: Knife River-Belgrade

Contact: Steve Baeth

Question:

Are there x-sections or details for the Remove Pipe Culverts item? It appears that the existing 251'x24" csp is behind the existing bridge piers. Is that the culvert that is to be removed?

Answer:

Submitted: Tue, 18-Sep-2012 04:04 MDT

The existing CSP can be plugged and abandoned. The 24 inch pipe needs to be moved to station 685+76.

202 - SE OF DUPUYER - SE

Updated: 20-Sep-2012 2:00 MDT

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Clarification:

Submitted: Wed, 29-Aug-2012 08:46 MDT

For additional information on GRS-IBS technology and construction referenced in Special Provision No. 38,

GEOSYNTHETIC REINFORCED SOIL - INTEGRATED BRIDGE SYSTEM ABUTMENT

CONSTRUCTION,

navigate to the FHWA website by clicking on the following link: [GRS-IBS](#)

Clarification:

Submitted: Tue, 11-Sep-2012 13:40 MDT

The attached Special Provision, SUBCONTRACT REQUIREMENT is hereby added to this contract.

SUBCONTRACT REQUIREMENT

-1-

Submitted: Thu, 23-Aug-2012 16:15 MDT

Company: Riverside Contracting, Inc.

Contact: Russ

Question:

Can you please post the design files for the project?

Answer:

Submitted: Fri, 24-Aug-2012 09:56 MDT

The design files for the requested project are posted on the MDT FTP site for your use at:

DESIGN FILES

The requested files do not represent the staked project, but are only design files. The Department cannot guarantee the accuracy of the electronic data, particularly as it may be called up by your computer, nor does any data in these files supersede the data in the contract documents.

In addition, the Department will not make any revisions to the electronic files pertaining to the staked project, change ordered work, or changes that are made during construction to fit field conditions.

-2-

Submitted: Fri, 31-Aug-2012 14:25 MDT

Company: MK Weeden Construction

Contact: Mike Kindzerski

Question:

Could an alternate to bid traffic control lump sum be added to the contract. Other states allow traffic control to

be bid both by the unit or lump sum in all of their contracts.

Answer:

Submitted: Tue. 04-Sep-2010 11:09 MDT

The traffic control bid item will remain units for this contract.

-3-

Submitted: Tue, 11-Sep-2012 09:48 MDT

Company: Riverside Contracting, Inc.

Contact: Russ

Question:

Please post any additional Geotechnical information that is available for the project.

Answer:

Submitted: Tue, 11-Sep-2012 14:38 MDT

Attached are PDF Files of the available project alignment and/or structures geotechnical report(s),

geotechnical report supplements, and geotechnical laboratory summaries.

There is remaining geotechnical

information that is voluminous and very difficult to compile in a concise manner.

Contractors are welcome to come to MDT Headquarters to inspect soil and/or rock samples taken for the

project that are stored here or to look through the complete set of

Geotechnical field investigation

notes, laboratory testing, analytical, or other data in our project files.

It should be noted that the project may have undergone significant changes during the design process

after the original geotechnical report and supplements were issued. Thus, some of the information

contained in these documents may be out of date or not applicable with regard to the advertised

project. Some of the changes include, but are not limited to: Project splits (for funding, ROW issues,

etc.); alignment and grade changes; and changes due to environmental factors (sensitive areas, etc.).

The documents can be found at: [GEOTECHNICAL REPORTS](#)

-4-

Submitted: Fri, 14-Sep-2012 12:38 MDT

Company: Schellinger Construction Co., Inc.

Contact: Marc Blanden

Question:

Special Provision 45. Electrical states "Payment will be lump sum". Is it correct to interpret that this is paid

for under item 0720 - 617-781-000 Removal and Salvage?

Answer:

Submitted: Mon. 17-Sep-2012 8:35 MDT

Yes - The Removal and Salvage item (617 781 000) is the correct bid item for the removal of the two flashing beacons

and electrical services as outlined in Special Provision No. 45, ELECTRICAL.

203 - DILLON - APEX

Updated: 20-Sep-2012 2:00 MDT

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Clarification:

Submitted: Mon. 27-Aug-2012 10:10 MDT

Special Provision No. 2, Contract Time - Flex Time Proceed Date, Paragraph B, first sentence is hereby revised.

The notice to proceed will be issued with an effective date of June 3, 2013.

Clarification:

Submitted: Tue, 11-Sep-2012 13:42 MDT

The attached Special Provision, SUBCONTRACT REQUIREMENT is hereby added to this contract.

[SUBCONTRACT REQUIREMENT](#)

No Questions at this time.

204 - LIBBY DAM - SOUTH & LIBBY DAM

Updated: 20-Sep-2012 2:00 MDT

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Clarification:

Submitted: Tue, 11-Sep-2012 13:43 MDT

The attached Special Provision, SUBCONTRACT REQUIREMENT is hereby added to this contract.

SUBCONTRACT REQUIREMENT

-1-

Submitted: Fri, 07-Sep-2012 10:09 MDT

Company: LHC, Inc

Contact: David Steely

Question:

Regarding Special Provision 11 involving eagle's nests, with potentially not being able to work in certain

areas if an active nest is present between 2/15/13 & 8/1/13, will the State be flexible with the 70 working

days or the NTP which is stated as being 5/20/13? This restriction could potentially not leave enough time to

get the work done as required with the current dates & time frame given.

Answer:

Submitted: Mon, 10-Sep-2012 12:36 MDT

Contract time will be administered per section 108 of the Standard Specifications. Time will not be charged

if no work can be performed due to Special Provision #11 restrictions.

-2-

Submitted: Fri, 07-Sep-2012 10:32 MDT

Company: LHC, Inc

Contact: David Steely

Question:

Would the State please clarify what bid item 800 320 114 "Miscellaneous Work - LNFT" is for? There is no

special provision for it nor any summary delineation on the plan drawings.

There is mention in the "Temporary

Erosion And Sediment Control" notes on Sheet 2 of 14 and Sheet 2 of 17 for each respective project stating

"Install temporary erosion control measures as deemed necessary by the engineer. Payment to be determined

using the erosion and sediment control rate schedule and paid under miscellaneous work." Should this bid

item have a dollar amount set by the State just like bid item 104 030 010?

Thank you!

Answer:

Submitted: Fri. 07-Sep-2012 12:10 MDT

The bid item 800320114 "Miscellaneous Work - LNFT" is to pay for the concrete barrier rail removal found in the

frame located on Sheet 15. This barrier rail is cast in place rail, not standard 10 foot barrier sections that will be paid by the each.

There will not be an item added for the payment of temporary erosion control. It will be paid as detailed in the notes using the Miscellaneous Work bid item.

-3-

Submitted: Wed, 12-Sep-2012 10:17 MDT
Company: Nelcon, Inc
Contact: Sam Weyers

Question:

Can you provide the existing IRI data?

Answer:

Submitted: Fri, 14-Sep-2012 08:30 MDT
Average IRI values for each project are as follows:

Libby Dam:

NBDL = 117 in/mi

SBDL = 117 in/mi

Libby Dam - South:

NBDL = 101 in/mi

SBDL = 116 in/mi

IRI data files with detailed information are attached for each project. The stationing in the reports does not correspond to actual project stationing.

[LIBBY DAM NBDL SUMMARY](#)

[LIBBY DAM SBDL SUMMARY](#)

[LIBBY DAM-SOUTH NBDL SUMMARY](#)

[LIBBY DAM-SOUTH SBDL SUMMARY](#)

-4-

Submitted: Sun, 16-Sep-2012 15:41 MDT
Company: Mountain West Holding Company
Contact: Chris Connors

Question:

Please provide clarification and more specifics as to the intent of Special Provision #15. It reads that "work is the placing, shaping, and compaction of embankment or gravel to widen the roadway for guardrail and optional terminal sections."

1) It has been interpreted by some PM's that if no new materials were delivered, the item is not paid for that site. Even if shaping and/or compaction work was required or excess sanding materials needed to be moved around for positive drainage. What work has to be done to trigger payment of this item?

2) The provision has conflicting information as to whether or not it includes shoulder work for just terminal sections

or if it includes the entire runs of guardrail. Additionally, this project has a pay item for Shoulder Gravel. What work does Guardrail End Section Widening cover? Again, this has been interpreted differently from project to project.

3) Is seeding just required on the Terminal End Sections as part of this bid item and what is the specification for it?

4) Is fertilizing required?

Answer:

Submitted: Mon, 17-Sep-2012 16:08 MDT

1) The widening must be constructed to the requirements of the appropriate detail drawing prior to payment being made.

2) The bid item "Guardrail End Section Widening" will be used to pay for the widening required to meet the requirements of the end section of guardrail and option terminal section. Shoulder gravel is to be used as detail in the surfacing frame.

3) Seeding will be required as part of the work performed as detailed. A clarification will be posted with the correct seed blend.

4) Fertilizing and conditioning the seedbed are required as detailed in the special provision. The application rate for fertilizer will be posted with the seed blend clarification.

Updated Answer:

Submitted: Wed, 19-Sep-2012 15:16 MDT

REVEGETATION

A. Description. This work consists of providing the necessary equipment and materials to accomplish revegetation of all non-paved surfaces through selective soil salvage and replacement, and reseeding.

This includes the areas around the widened guardrail sections.

B. Construction Requirements. Prior to placement of shoulder gravels remove a 4 inch layer of soil material

from that portion of the right-of-way that will be disturbed by construction. Store the soil material in a berm

or stockpile parallel and just downslope of where the gravel will be placed, or in a location approved by the project manager.

Respread soil material over gravel after placement. Condition the soil material by harrowing or raking to break up soil clods and root clumps.

Drill or broadcast seed the replaced soil material with the following seed mixture and rates. Seed the area immediately after soil replacement, regardless of time of year. Areas that are broadcast seeded must be rescarified by harrowing or raking to incorporate the seed into the upper ½ inch of soil.

SPECIES	lbs of PLS per acre
Critana thickspike wheatgrass	7.0

Luna pubescent wheatgrass	7.0
Reubens Canada bluegrass	2.0

C. Basis of Payment. Include the cost of REVEGETATION in other bid items.

Broadcast the disturbed areas with the following fertilizer and rates: 15 lbs per acre Nitrogen and 30 lbs per acre of Phosphorus.

205 - SF079 CANYON FERRY RD - HELENA & SF099 E OF EAST HELENA

Updated: 20-Sep-2012 2:00 MDT

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Clarification:

Submitted: Tue, 11-Sep-2012 13:46 MDT

The attached Special Provision, SUBCONTRACT REQUIREMENT is hereby added to this contract.

[SUBCONTRACT REQUIREMENT](#)

Clarification:

Submitted: Mon. 17- Sep-2012 8:50 MDT

Sheet 10 of the SF 079 Canyon Ferry Rd - Helena, HSIP 284-2(13)16, UPN 6412000 is hereby replaced.

The profile grade elevation at Station 11+00 and 37+00 has been changed.

[PLAN SHEET 10](#)

-1-

Submitted: Tue, 11-Sep-2012 10:51 MDT

Company: Helena Sand & Gravel, Inc.

Contact: Ken Frost

Question:

Could you post the Geo-Pak file?

Answer:

Submitted: Tue, 11-Sep-2012 13:58 MDT

The design files for the requested project are posted on the MDT FTP site for your use at: [DESIGN FILES](#)

The requested files do not represent the staked project, but are only design files. The Department cannot guarantee the accuracy of the electronic data, particularly as it may be called up by your computer, nor does any data in these files supersede the data in the contract documents.

In addition, the Department will not make any revisions to the electronic files pertaining to the staked project, change ordered work, or changes that are made during construction to fit field conditions.

206 - BOYES - EAST & WEST

Updated: 20-Sep-2012 2:00 MDT

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Clarification:

Submitted:

Erosion Control Plans, Quad and State Location Maps are hereby added to this contract:

[EROSION CONTROL PLANS](#)

[QUAD MAP](#)

[STATE LOCATION MAP](#)

Also, the Temporary Erosion and Sediment Control Note on Sheet 2 of the plans has been revised:

[PLAN SHEET NO. 2](#)

In addition, the following special provisions, STORM WATER PERMITTING REQUIREMENTS UNDER THE MPDES, and TEMPORARY EROSION CONTROL - LUMP SUM are hereby added to the contract.

STORM WATER PERMITTING REQUIREMENTS UNDER THE MPDES
TEMPORARY EROSION CONTROL - LUMP SUM

An addendum will be issued to add the following bid items to the contract:

208 010 150	TEMPORARY EROSION CONTROL-LS	1.00	LUMP SUM
208 010 200	TEMPORARY EROSION CONTROL	500.00	UNITS

Clarification:

Submitted: Tue, 11-Sep-2012 13:47 MDT

The attached Special Provision, SUBCONTRACT REQUIREMENT is hereby added to this contract.

SUBCONTRACT REQUIREMENT

Clarification:

Submitted: Thu, 13-Sep-2012 13:55 MDT

An Addendum has been posted for this project. Please click on the following link to access the information.

ADDENDUM

To download the addendum bid file, click here. **BID FILES**

-1-

Submitted: Mon, 10-Sep-2012 14:52 MDT

Company: Riverside Contracting, Inc.

Contact: Cale Fisher

Question:

What is the required material specification for the Special Borrow?

Answer:

Submitted: Tue, 11-Sep-2012 09:08 MDT

The linked Special Provision for Digouts is hereby made a part of this contract.

DIGOUT

-2-

Submitted: Wed, 12-Sep-2012 09:56 MDT

Company: Nelcon, Inc

Contact: Sam Weyers

Question:

SP #17 designates the project as class 1 ride. Are there any issues with existing cracks or crack seal materials that could cause detrimental effects to the ride evaluation? With only .15ft of pms surfacing, there is not enough quantity to allow for issolation lift, if necessary. Sheet 4 is showing 938 T of mix for levelling. Can this tonnage be used for isolation lifts, if necessary or will additional tonnages be added? Also, please provide existing IRI report.

Answer:

Submitted: Wed, 12-Sep-2012 15:33 MDT

Bid project as is. The leveling is for leveling and not isolating. The Pre-Pave IRI evaluation completed

on 7/12/2012 indicates an average IRI of 75.8 for the WB lane and a 75.1 for the EB lane.

207 - SHAWMUT - EAST

Updated: 20-Sep-2012 2:00 MDT

Corrected Expedite Bid Files and Addenda Bid Files for the September 25, 2012 bid letting (postponed from September 20, 2012) are available for download through the following link:

[BID FILES](#)

Prime Contractors: Please be aware that you MUST download the new bid files and submit bids using these files for the September 25 letting. If the particular contract you are bidding on has an addendum, the addenda bid files must be downloaded and acknowledged as well. We apologize for the inconvenience. Please feel free to contact MDT Contract Plans at 406-444-6215 if you should need assistance.

Clarification:

Submitted: Tue, 11-Sep-2012 13:48 MDT

The attached Special Provision, SUBCONTRACT REQUIREMENT is hereby added to this contract.

[SUBCONTRACT REQUIREMENT](#)

Clarification:

Submitted: Thu, 13-Sep-2012 13:56 MDT

An Addendum has been posted for this project. Please click on the following link to access the information.

[ADDENDUM](#)

To download the addendum bid file, click here. [BID FILES](#)

-1-

Submitted: Mon, 10-Sep-2012 07:47 MDT

Company: LHC, Inc

Contact: David Steely

Question:

Bid Item 401 020 045 "Plant Mix Bit Surf Gr S-3/4 In" shows 13,458 Tons, however, on Summary Sheet 4 of 7 of the plans shows a total 14,458 Tons. It appears as if the 1,000 Tons for "Additional (Leveling)" is not currently included in the bid item. Is this to be incidental to the this bid item or will it be changed by addendum to reflect the 14,458 Tons shown in the summary sheet?

Answer:

Submitted: Mon, 10-Sep-2012 16:15 MDT

The bid item will be revised to show 14,458 tons by addenda.

-2-

Submitted: Mon, 10-Sep-2012 09:07 MDT

Company: LHC, Inc

Contact: David Steely

Question:

Will Golden Valley County be placing the millings hauled to South Barber Road and the Town of Ryegate as spelled out Special Provision 19, or will it be the contractor's responsibility to place them?

Answer:

Submitted: Mon, 10-Sep-2012 14:50 MDT

Haul and windrow the cold millings at the rates of and locations specified in Special Provision No. 19.

Golden Valley County and the Town of Ryegate will be responsible for spreading them across the road and compaction.

-3-

Submitted: Wed, 12-Sep-2012 09:46 MDT

Company: Nelcon, Inc

Contact: Sam Weyers

Question:

SP #19 designates the project as class I ride. With planned crack seal work on the shoulders, it is assumed the cracks are full width and depth across the road section. With only .15 ft mill and fill, there is not enough quantity of plant mix to allow for an isolation lift. Please add tonnages to allow for above or remove ride spec, as the cracks will cause issues in the ride evaluations.

Answer:

Submitted: Thu. 13-Sep-2012 10:05 MDT

It is anticipated that the milling operation will remove the in-place crack fill material and eliminate the need for an isolation lift.

208 - SF099 N OF POLSON, SF099 E OF POLSON & SF099 S OF BIGFORK

Updated: 20-Sep-2012 2:00 MDT

Corrected Expedite Bid Files and Addenda Bid Files for the September 25, 2012 bid letting (postponed from September 20, 2012) are available for download through the following link:

[BID FILES](#)

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the addenda bid files must be downloaded and acknowledged as well. We apologize for the inconvenience. Please feel free to contact MDT Contract Plans at 406-444-6215 if you should need assistance.

Clarification:

Submitted: Tue, 11-Sep-2012 13:49 MDT

The attached Special Provision, SUBCONTRACT REQUIREMENT is hereby added to this contract.

SUBCONTRACT REQUIREMENT

-1-

Submitted: Tue, 11-Sep-2012 10:38 MDT

Company: LHC, Inc

Contact: David Steely

Question:

There appears to be no Typical Section nor cross sections for location 2 (STA 1880+71.58 to 1894+50.02) on SF 099 S. of Bigfork. Are these available?

Answer:

Submitted: Wed, 12-Sep-2012 14:39 MDT

No Typical Section or cross sections were developed for Location 2 because no earthwork is required.

-2-

Submitted: Wed, 12-Sep-2012 07:43 MDT

Company: LHC, Inc

Contact: David Steely

Question:

Does the TERO fee and reservation requirements only apply to the SF 099 North of Polson and SF 099 East of Polson portions of this project?

Answer:

Submitted: Fri, 14-Sep-2012 14:32 MDT

The TERO fees and reservation requirements apply to the SF 099 North of Polson and SF 099 East of Polson projects.

209 - SF099 N OF LAME DEER

Updated: 20-Sep-2012 2:00 MDT

Corrected Expedite Bid Files and Addenda Bid Files for the September 25, 2012 bid letting (postponed from September 20, 2012) are available for download through the following link:

[BID FILES](#)

Prime Contractors: Please be aware that you MUST download the new bid files and submit bids using

these files for the September 25 letting. If the particular contract you are bidding on has an addendum, the addenda bid files must be downloaded and acknowledged as well. We apologize for the inconvenience. Please feel free to contact MDT Contract Plans at 406-444-6215 if you should need assistance.

Clarification:

Submitted: Tue, 11-Sep-2012 13:50 MDT

The attached Special Provision, SUBCONTRACT REQUIREMENT is hereby added to this contract.

SUBCONTRACT REQUIREMENT

No Questions at this time.

210 - MAXWELL COULEE - 22 M NE JORDAN

Updated: 20-Sep-2012 2:00 MDT

Corrected Expedite Bid Files and Addenda Bid Files for the September 25, 2012 bid letting (postponed from September 20, 2012) are available for download through the following link:

BID FILES

Prime Contractors: Please be aware that you MUST download the new bid files and submit bids using these files for the September 25 letting. If the particular contract you are bidding on has an addendum, the addenda bid files must be downloaded and acknowledged as well. We apologize for the inconvenience. Please feel free to contact MDT Contract Plans at 406-444-6215 if you should need assistance.

Clarification:

Submitted: Thu, 23-Aug-2012 15:15 MDT

As-built drawings of the existing structure can be found in the following link: AS-BUILT DRAWINGS

The files represent the as-built drawings for the structures. MDT provides them for informational purposes only.

They do not include drawings for modifications to the structures, such as joint replacements and guardrail

revisions and may not completely represent current conditions. Thus, some of the information contained in these

documents may be out of date or not applicable with regard to the advertised project. The contractor should not rely solely on the as-built drawings provided for bidding purposes nor does any data in these files supersede the data in the contract documents.

Clarification:

Submitted: Mon, 10-Sep-2012 16:19 MDT

The Special Provision for Contract Time is hereby replaced with the attached (linked) Special Provision for Contract Time. The calendar days is revised from 80 calendar days to 65 calendar days. This change will be made by addenda. **CONTRACT TIME**

Clarification:

Submitted: Tue, 11-Sep-2012 08:28 MDT

The special provision, CLEAN WATER ACT SECTION 404 PERMIT AND SECTION 401 CERTIFICATION is hereby added to this contract. **CLEAN WATER ACT SECTION 404 PERMIT AND SECTION 401 CERTIFICATION**

Clarification:

Submitted: Tue, 11-Sep-2012 11:11 MDT

The linked special provision for the Stream Protection Authorization is hereby made a part of this contract. **STREAM PROTECTION AUTHORIZATION**

Clarification:

Submitted: Tue, 11-Sep-2012 13:52 MDT

The attached Special Provision, SUBCONTRACT REQUIREMENT is hereby added to this contract.

SUBCONTRACT REQUIREMENT

Clarification:

Submitted: Thu, 13-Sep-2012 13:57 MDT

An Addendum has been posted for this project. Please click on the following link to access the information.

ADDENDUM

To download the addendum bid file, click here. **BID FILES**

Clarification:

Submitted: Mon, 24-Sep-2012 13:10 MDT

Special Provision #3 - Expedited Notice to Proceed is hereby deleted from this contract.

-1-

Submitted: Mon, 27-Aug-2012 11:44 MDT

Company: R.T.I. Fabrication

Contact: Bob McCoskery

Question:

What was the bidding process used to purchase the rolled girder-precast concrete superstructure?

Answer:

Submitted: Wed, 29-Aug-2012 08:04 MDT

The Allied Steel Modular Steel Beam Bridge with Precast Concrete Deck was specified and purchased as part of Experimental Work Plan (MT-12-05). FHWA concurrence - June 26, 2012.

-2-

Submitted: Thu, 30-Aug-2012 14:25 MDT

Company: Sletten Construction Company

Contact: Russell Robertson

Question:

This project is slated to start October 15th. Has MDT taken into consideration the fact that asphalt companies do not carry oil into the winter? If a company will carry enough oil into the cold months to pave this job, is MDT prepared to waive their specifications?

Answer:

Submitted: Fri, 31-Aug-2012 15:25 MDT

The project may be paved the following season with the new bridge opened to two way traffic on the plan depth of crushed aggregate surfacing by the date specified in the contract. The contractor will be required to provide a well maintained and smooth traveled way at no additional cost until paved. MDT will be responsible for snow removal during the winter shutdown period.

-3-

Submitted: Wed, 12-Sep-2012 06:52 MDT

Company: Mark Buck Construction Inc.

Contact: Mark

Question:

Are as built drawings avail for existing structure to be removed ?

Answer:

Submitted: Wed, 12-Sep-2012 09:18 MDT

The as-builts are linked in the first clarification for this project.